

BROOKLINE HOTEL

700 Brookline Avenue, Brookline MA

presentation to: The Town of Brookline – Planning Board
& September 2017

Hilton
Garden Inn

Owner

Claremont Companies

One Lakeshore Center,
Bridgewater, MA 02324

Landscape Architect/Civil Engineers

STANTEC

Boston, MA

Architect

Cambridge Seven Associates, Inc.

Cambridge, MA

Legal

Law Office of Robert Allen, Jr. LLP

Brookline, MA

MEP Engineers

WSP Parsons Brinckerhoff

Boston, MA

Structural Engineer

Odeh engineers, Inc.

North Providence, RI

- *Revised Ground Floor Plan*
- *Revised Exterior Building Signage and Banners*
- *Revised Façade Band Detail*
- *Traffic Study*
- *Building Materials*

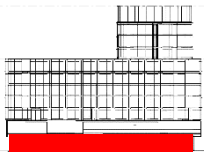


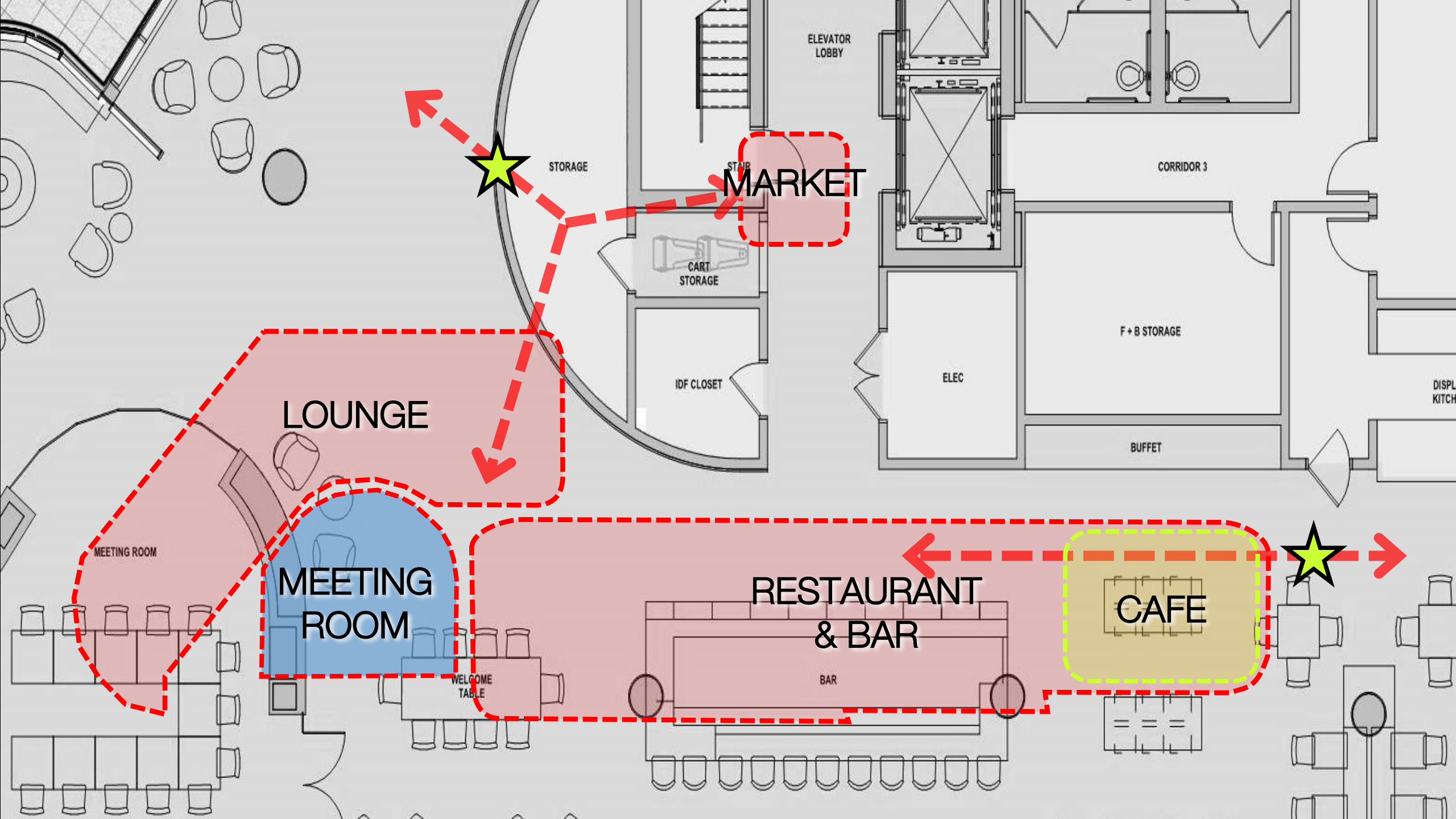
WASHINGTON STREET

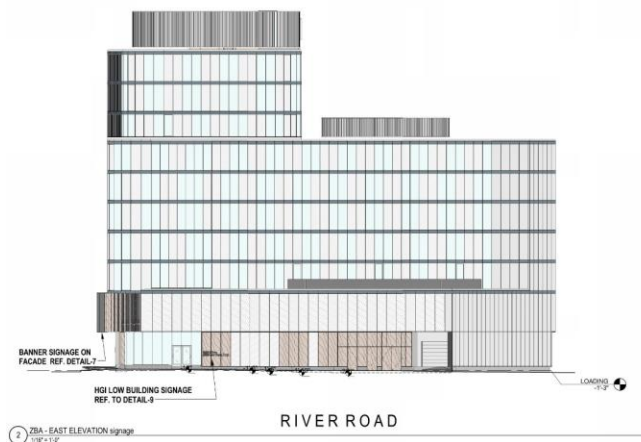
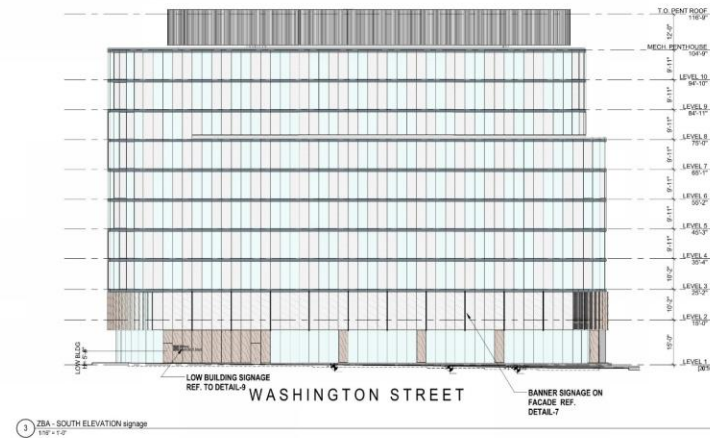
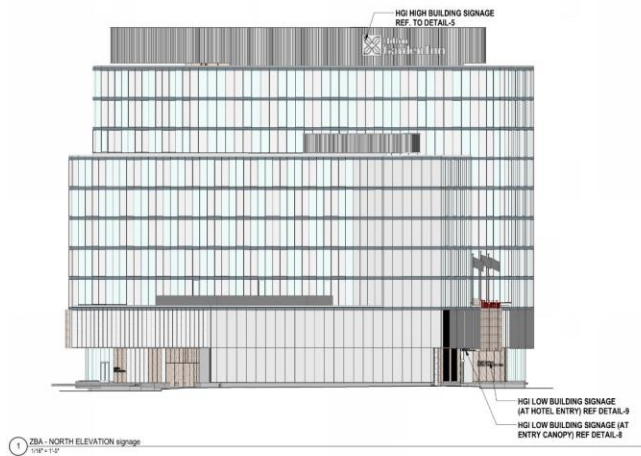
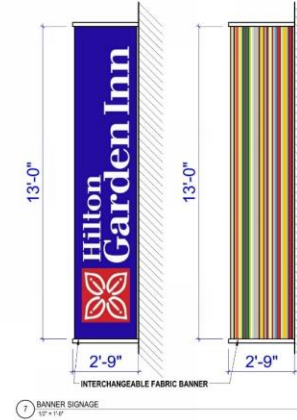
BROOKLINE AVENUE
RIVER ROAD

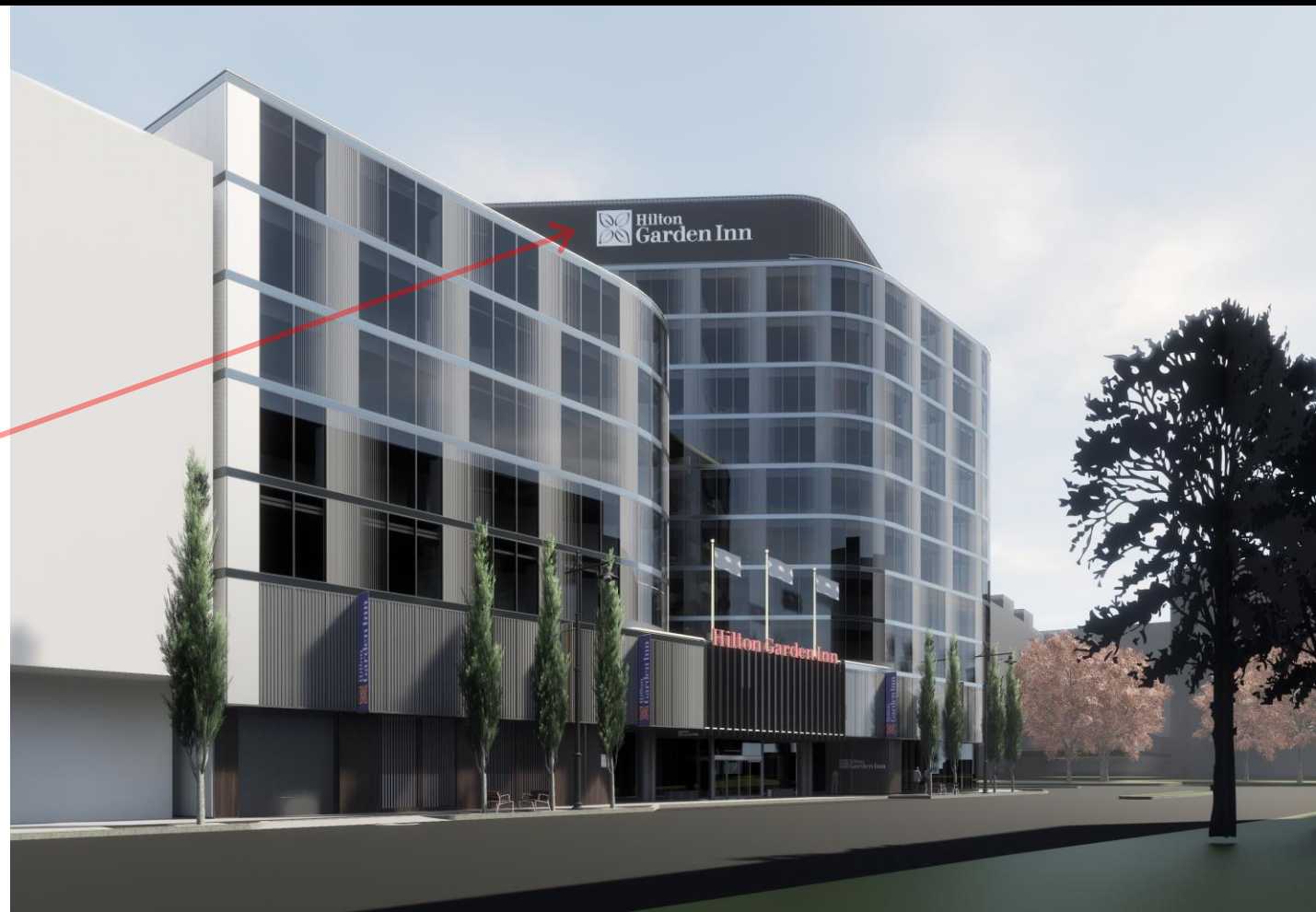
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BROOKLINE
BOSTON





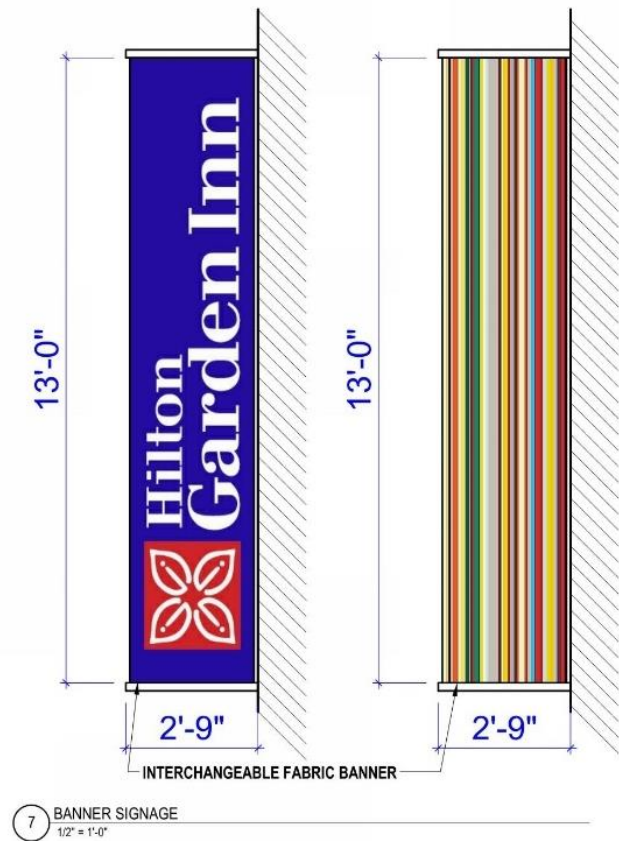


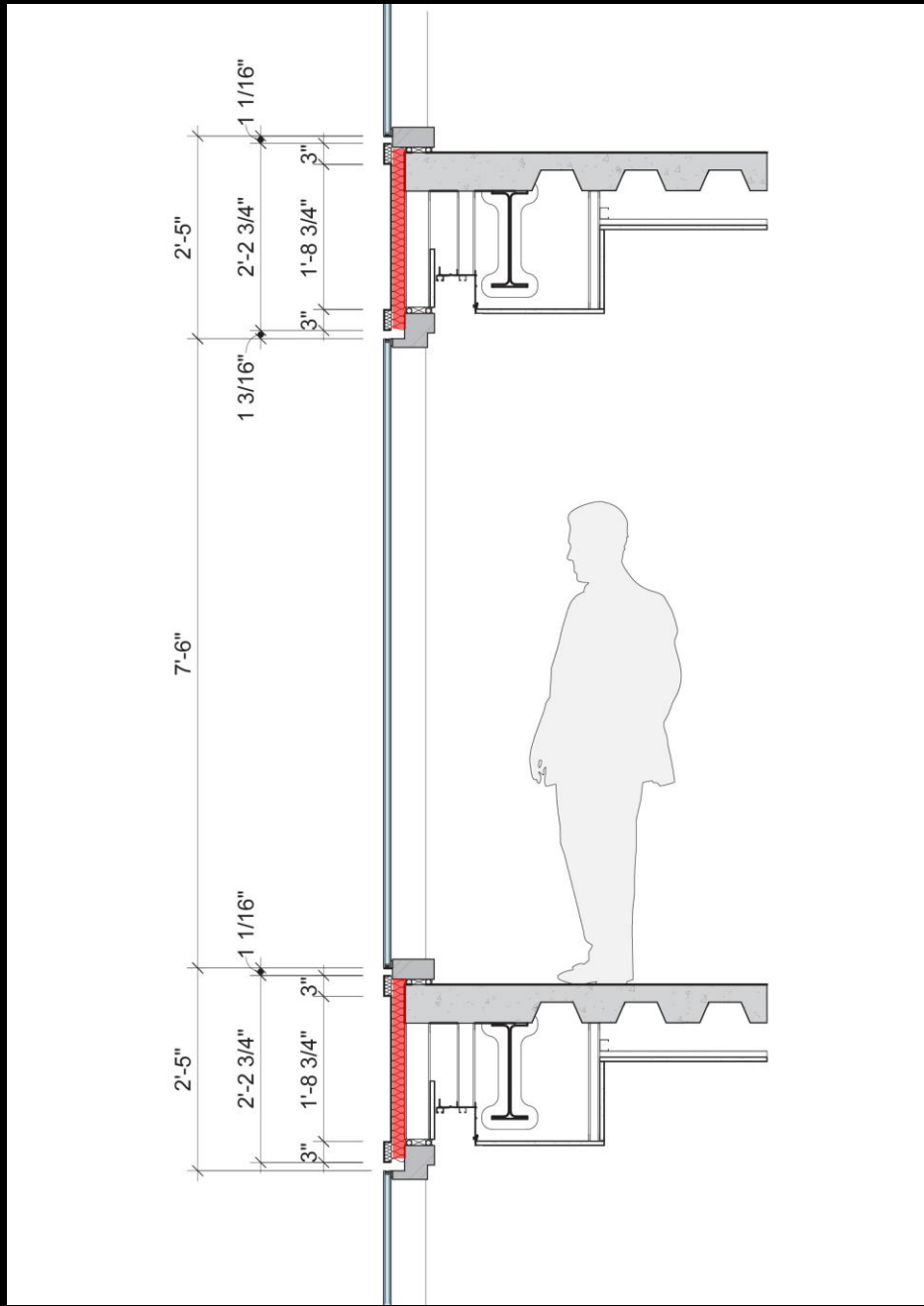


High building signage

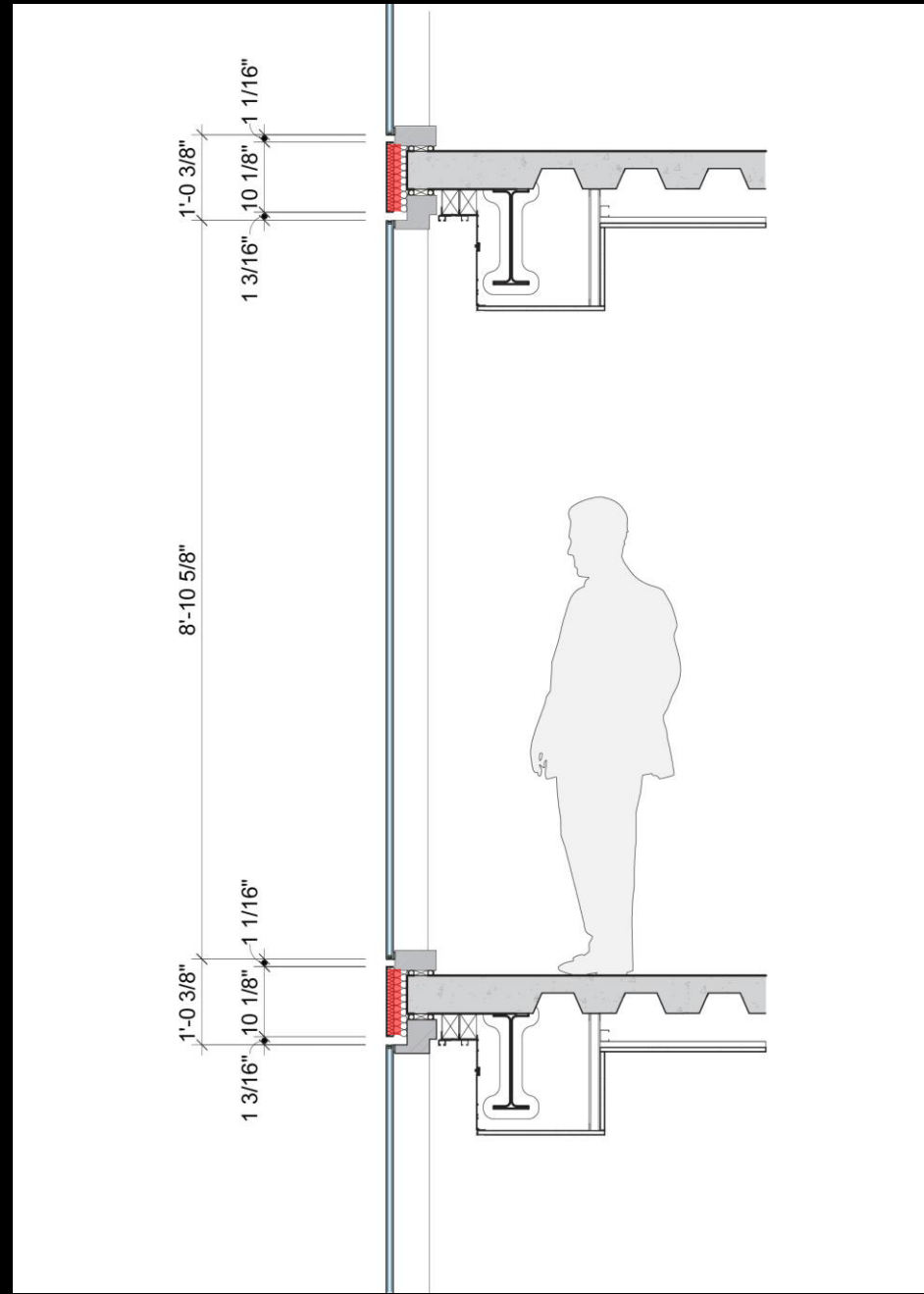


Entry canopy signage





Before



After



Before



After

View from Brookline Ave. - towards hotel entry



Before



After

View from Brookline Ave. - towards hotel entry



Before



After

View from Washington St. - towards River rd.



Washington St. Elevation – alternating frit pattern

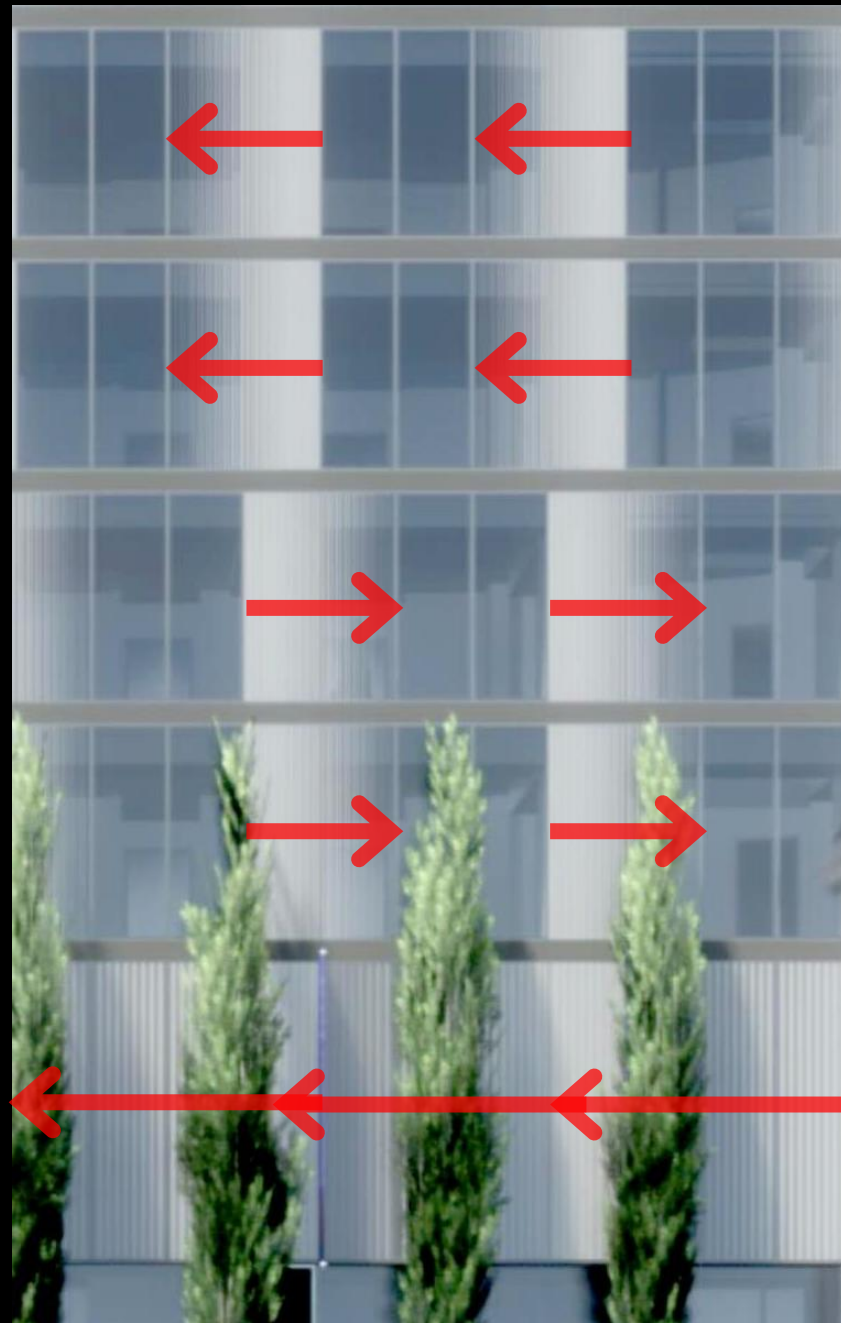
Guestroom floor

Guestroom floor

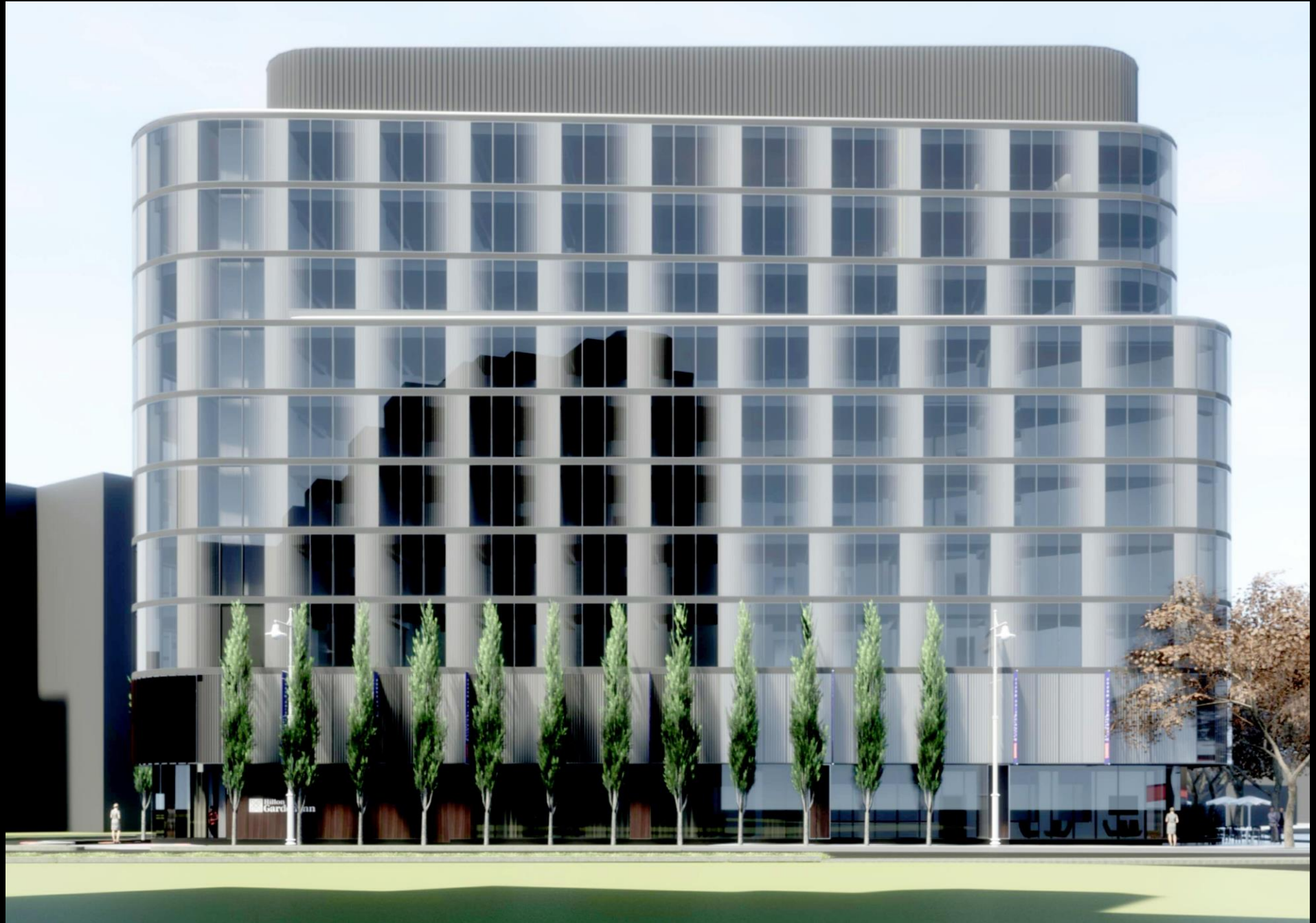
Guestroom floor

Guestroom floor

Garage Level



Detail - alternating frit pattern

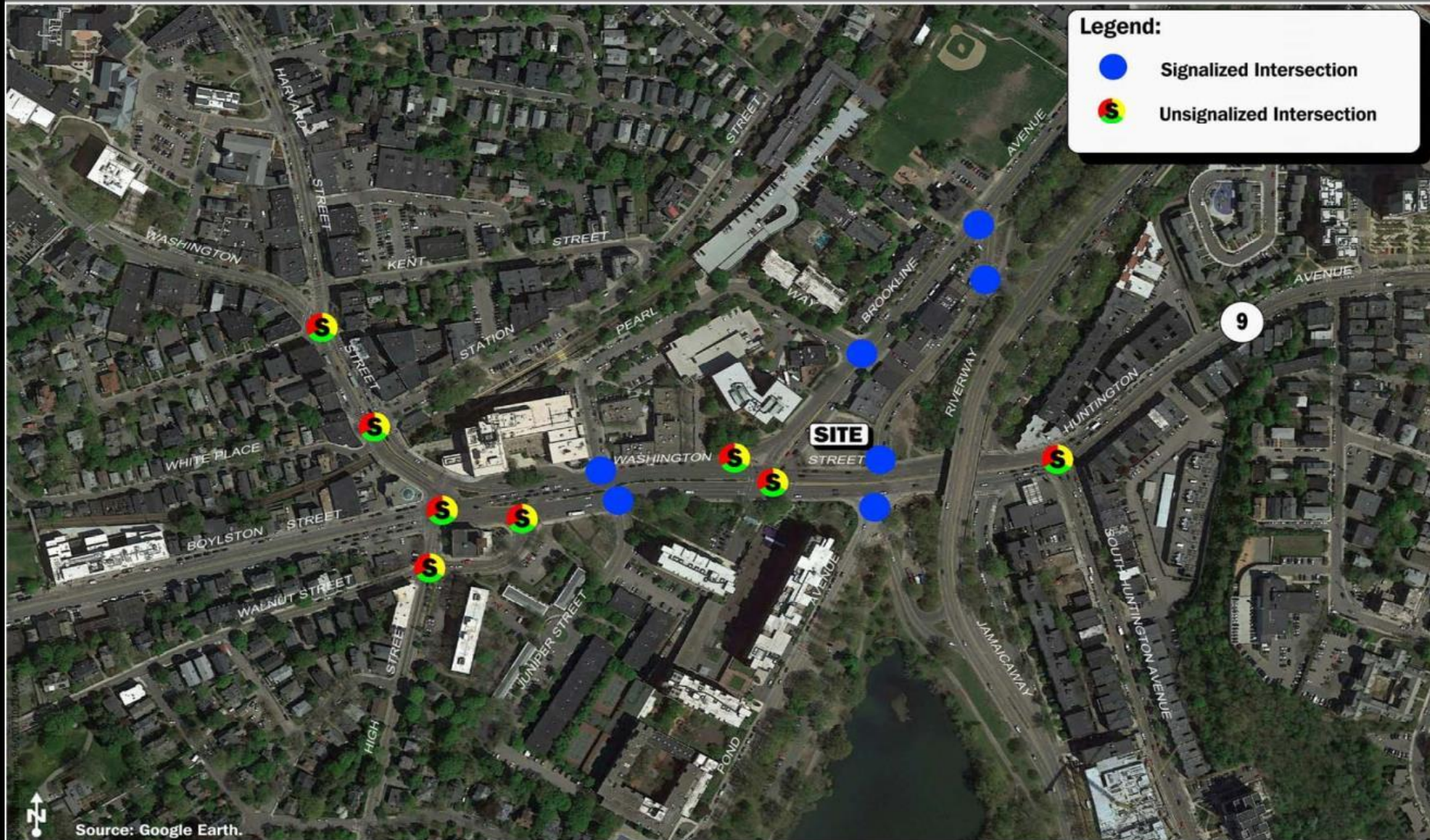


Washington St. Elevation – alternating frit pattern

An aerial photograph of a city street grid, likely in an urban area. The image is in grayscale and has a semi-transparent overlay. The word "TRAFFIC" is written in large, black, sans-serif capital letters across the center of the image. The background shows a dense network of streets, including Kent Street, Pearl Street, Brookline, Riverway, Huntington, South Huntington Avenue, Jamaica Way, and Walnut Street. There are also several circular markers with the letter "S" inside them, possibly indicating specific locations or points of interest. The overall tone is professional and analytical.

TRAFFIC

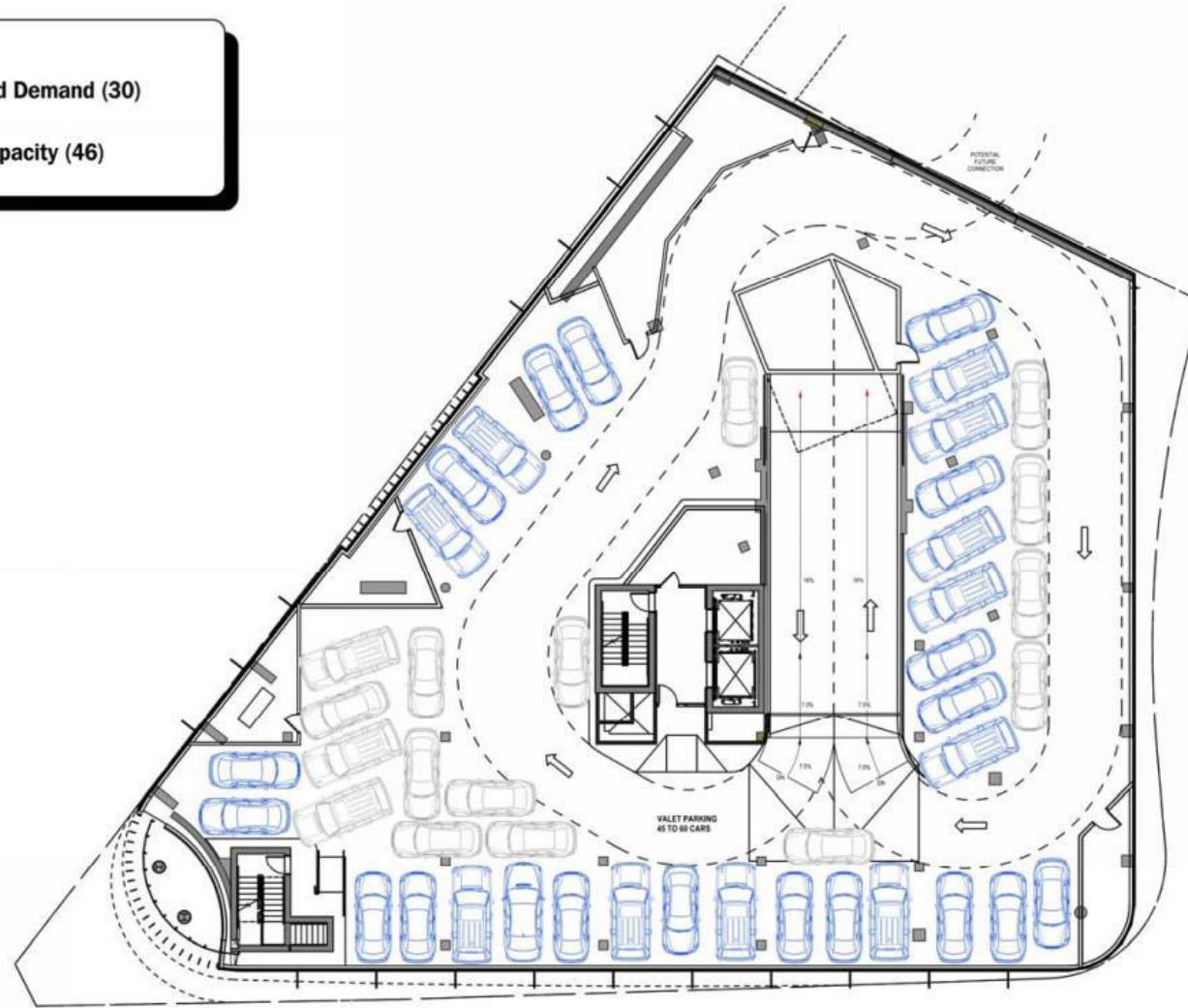
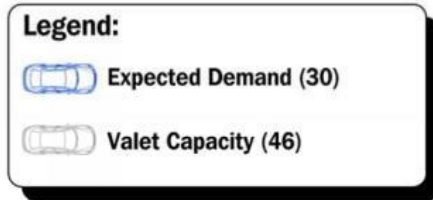
Study Area Map



Trip-Generation Summary

Time Period/Direction	Hotel		
	175 Rooms ^a	Non-Auto Trips	Auto Trips
Weekday Morning Peak Hour:			
Entering	54	-26	28
<u>Exiting</u>	<u>38</u>	<u>-11</u>	<u>27</u>
Total	92	-37	55
Weekday Evening Peak Hour:			
Entering	54	-26	28
<u>Exiting</u>	<u>52</u>	<u>-16</u>	<u>36</u>
Total	106	-42	64
Average Weekday Daily:	1,194	-478	716
^a Based on ITE LUC 310 – Hotel			

Valet Parking Capacity and Parking Demand



Recommendations

Loading

- River Road
- Off-Peak Time

Parking

- 46 + Valet Spaces
- Expected demand 30 Spaces-Typical

Travel Demand Management

- Transportation Coordinator
- Shuttle Service
- Transit Schedules Posted
- Bicycle Accommodations
- Guaranteed Ride Home
- Electric Car Charging Station
- MBTA Discounts
- Hubway Discounts
- Traffic Monitoring

Summary

- No significant impact on delays and queues
- Hotel less traffic than prior gas station use
- Close existing curb cuts
- Safe and efficient access and egress provided